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When you want GREEN RIVER WHISKEY do not accept goods bearing a similar name. There is only one

## Green River Whiskey!!

It is distilled by J. W. McCulloch, Owensboro, Kentucky. "Green River" is the official Whiskey of the U. S. Navy Department.

"Green River" Whiskey was awarded the Gold Medal at the Paris Exposition, 1900.

Take no substitutes. For sale in all saloons and by

**W. C. Peacock & Co., Ltd.**

SOLE AGENTS, HAWAII TERRITORY.

New and Stylish Creations  
In Ladies' Headwear

Miss Killean has just received a large shipment of LADIES' MILLINERY fresh from the leading fashion centers of the United States. This shipment includes all the newest and most fashionable shapes and trimmings which Dame Fashion has decreed to be worn this season by those who wish to be well dressed.

It is hard to quote prices, because the price of a hat depends largely upon the trimmings, but you may rest assured that Miss Killean's prices are reasonable. In fact, you can save money and be better dressed by purchasing at this store.

Dress Making  
Department

This department is in charge of a competent fitter, assisted by first-class dress-makers, who turn out the most stylish street costumes, walking skirts, and evening dresses that are made in Honolulu.

Any woman can be properly fitted. After all, good fitting is just as important as good material.

Hair Dressing and  
Manicuring

No woman is well dressed unless her coiffure has been properly attended to. The hairdresser is an artist in her profession and has all the latest ideas in hairdressing.

Manicuring is an equally important part of a woman's toilet. Come to Miss Killean's when you want manicuring properly done.

**Miss M. E. Killean,**

ARLINGTON BLOCK.

HOTEL STREET.

The Honolulu Tobacco  
Company, Ltd.

CORNER HOTEL AND  
FORT STREETS.

IMPORTING TOBACCONISTS,  
WHOLESALE AND RETAIL DEALERS

Ex. S. S. Zealandia we received a large stock of the High Grade  
**Heliotrope, La Africana, Havana  
La Estrella Key West Cigars,**  
Suitable for Holiday Gifts to your gentlemen friends.

Also, a full line of

**Owl, Brunswick, Principe de Gales and  
Alexander Humboldt Cigars.**

NEW  
GOODS!

## SALTER &amp; WAITY,

Orpheum Block

Grocers.

Fort Street.

## FOR 1901.

IS OUT AND READY FOR DELIVERY OR MAIL ORDERS; a larger and better number than its predecessors, finely illustrated. Valuable alike for home or office reference use throughout the Islands, and the best publication to send abroad, owing to its amount of varied and reliable information.

Besides its statistical tables covering Island distances by sea and overland, principal elevations, areas, population, including the latest census; customs tables of imports and exports, taxation, public debt, meteorology, rainfall, school, passenger movements, labor, sugar crops, etc., etc., its special prepared articles comprise:

Admission Day of Hawaii (Ill.), Geology of Oahu, Honolulu in Primitive Days, 1826-29; Hawaii's Forest Foes, Nuuanu Pali in Olden Time, Honolulu's Battle with Bubonic

Plague, Steamer Day in Honolulu (with Ills.); Farming in Hawaii, Hawaiian Fish Stories and Superstitions; Ku-ula, the Fish God of Hawaii; Hilo, Its Changing Conditions; Introduction of Foreign Birds in Hawaiian Islands; Waipio and Waimanu Valleys; Lowrie Irrigating Canal; The Moana Hotel, Waikiki's New Attraction (Ill.); The Oceanic Company's New Steamers; Meaning of Some Hawaiian Place Names; Palms in Hawaiian Islands; Post-offices and Agents of the Islands; Plantations, Managers and Agents; Retrospect for 1900; and a reference list of articles in the twenty-six preceding Annuals, the whole embracing an amount of information well calculated to meet present-day enquiries relative to Hawaii, its past and present.

FOR SALE AT ALL BOOK STORES. PRICE 75c EACH, or 85c by mail.

**THOS. G. THRUM,**

PUBLISHER.

Fort Street,

Honolulu.

## WATERFRONT NEWS.

**A**BOUT 7 o'clock yesterday morning the Occidental and Oriental steamship Gaelic, Captain Finch, was sighted. It was almost 10 o'clock before she was alongside the Pacific Mail wharf, however.

She sailed from San Francisco on the 16th inst. and brought two passengers for this port and a large amount of mail and some freight. She sails for the Orient at 7 o'clock this morning.

## ABOARD THE WARREN.

Berger's band delighted the boys aboard the transport Warren for an hour or so yesterday morning. In the afternoon the men and women of the Peniel Mission and members of the Young Men's Christian Association and the Young Women's Christian Association held religious services for the benefit of the soldiers. Mr. Cory made an address which was much appreciated.

Another death has occurred aboard the Warren, this time in port. One of the soldiers on the disability list passed away on Tuesday. There are now 108 bodies on the vessel.

The strictest silence is being kept on the Warren by all of her officers and the army officers aboard concerning the attempted suicide of an army officer aboard the transport on Tuesday morning. The story, as much of it as could be learned, was published exclusively in yesterday's Advertiser. The officer is still under guard in his cabin. The whole affair is being hushed up. The cause of the attempted self-killing, as before stated, was domestic trouble.

## MARIPOSA'S RECORD TRIP.

A record-breaking trip from Australia to San Francisco was made by the Oceanic Company steamer Mariposa, which reached the Coast on the 14th instant, from Sydney, via Auckland, Pago Pago and Honolulu on her last trip from Sydney. For many years the Mariposa and Alameda have been on that route, and have invariably made good time both ways, but it remained for the Mariposa on the last trip from the antipodes, to make the best time ever made by either of the steamers between Sydney and San Francisco.

Two days ahead of time, the Mariposa arrived on the 14th, shortly before noon, only twenty-one days, eleven hours and six minutes from Sydney, but the actual steaming time was twenty days, three hours and three minutes. This is as good time as the next steamer, the Sierra, Sonoma and Ventura will be expected to do. The Mariposa's sailing time from Auckland was 16 days, 12 hours and 8 minutes, and from Honolulu 5 days, 17 hours and 59 minutes. There was a delay of five hours at Auckland waiting for the next regular trip to Sydney, and a one-half hour waiting for the mails, and a delay at Honolulu of nine hours because the stevedores would not work at night. The Mariposa beat her best time from Honolulu by two hours and one minute. Throughout the trip from Sydney an average of 32.1 knots a day was made, or 14.85 knots an hour. Captain Runnie and the other officers of the Mariposa spoke proudly of the achievements of the steamer during the voyage. On the outward trip of the steamer the Mariposa beat her maiden trip from San Francisco to Sydney by 15 hours and 9 minutes.

The present intention of the Oceanic Company is to send the Mariposa to Honolulu on the Zealandia's run, the latter to be placed on a new route connecting San Francisco with Southern California. The Sonoma will make the next regular trip to Sydney, and upon the return of the Alameda from Sydney that steamer will be placed on the Honolulu route.

## THE TRANSPORT GRANT.

The United States army transport Grant is expected to arrive in this port early today.

On the 16th instant the transport Grant sailed from San Francisco for Manila, via Honolulu, carrying a number of recruits and cabin passengers, and a large quantity of mail for both Honolulu and Manila. Among the passengers will be Captain George H. Whitney, Government Inspector of Hulls of the transport, and Captain Lechner, Inspector of Boilers for Alaska, with their clerk, George D. Clagett. The inspectors will examine all the vessels engaged in the Hawaiian Island trade, and upon their return to San Francisco will proceed to Alaska. Chief Officer Kidston of the transport, Lechner is now chief officer of the Grant, and this has caused the promotion of Second Officer Speyer on the Lawton.

As a result of the investigation conducted on board the Grant by Colonel Morse, Captain John F. Schiller has been relieved of command of the vessel. The trouble arose from differences between Captain Schiller and Quartermaster Captain Baker, of the Grant, on the homeward trip of the transport. It was stated that the officers clashed frequently in matters concerning their respective authority, that Captain Baker tried to dictate the course of the vessel, and that on one occasion he liberated certain men of the crew whom Captain Schiller had had placed in the brig. Captain Baker, it is reported, retains his position, but a new master of the Grant will supersede Schiller, who has been a captain in the transport service for several years.

Captain A. Croskey, now commanding the hospital ship Relief in Asiatic waters, has been appointed commander of the Grant. Chief Officer Bruguiere of the Grant, who has been in command since the Grant arrived at San Francisco, takes the transport to Manila, where he will relieve Captain Croskey of the command of the Relief. Captains Bolles and Bulger, government inspectors of hulls and boilers, have made an inspection of the transport Grant and found it to be in good condition. The investigation was made as a result of a statement said to have been made by Captain Schiller, late in command of the Grant, to the effect that the big steamer was not seaworthy.

The steamer Californian has been released from the transport service by the government and turned over to the American-Hawaiian Steamship Company. The Californian is to be fitted with a steel propeller before the vessel leaves San Francisco.

Seventy-four bodies of soldiers were on the Californian, which arrived at San Francisco on the 14th instant, from China and Japan. The bodies are those of soldiers of the ranks who fell at the battle of Tien-Tsin and others who met death from disease in the hospitals at Taku and Nagasaki. No prominent names are on the list.

## SHERMAN BEING STRIPPED.

The transport Sherman is being stripped of her furnishings preparatory to the extensive repair work to be made upon the vessel. New decks and a general alteration of the vessel will be made, and it will be several months before the Sherman can again leave San Francisco.

Captain C. H. Grant, who has resigned command of the transport Sherman, has been presented with a diamond locket by the officers of the Sherman. The presentation was made by Quartermaster Captain W. C. Cannon in the presence of Captain John Barneson, superintendent of the transport service, Supervising Engineer Joseph

Mathews and Chief Engineer George R. Kingsland, and the other officers of the Sherman. Captain Grant leaves the transport to take the position of sailing master on Howard Gould's private yacht Niagara.

## CAPT. BRADLEY TRANSFERRED.

Quartermaster Captain John J. Bradley, of the transport Hancock, one of the best known and most popular officers of the fleet of transports, has been detached from the Hancock, and appointed an aid on the staff of Major General Otis at Chicago. For some time Captain Bradley has had trouble with his eyes, and it is to afford him an opportunity to receive medical treatment that the transfer was made. His successor on the Hancock has not been named.

## WEEKLY SERVICE TO ORIENT.

The Pan-American Steamship Company, which was incorporated three weeks ago in New Jersey, will begin the operation in the spring of a regular freight service between New York and China, Japan and the Philippines, via the Suez canal. A weekly service will be established.

## PUTS IN IN DISTRESS.

The ship Two Brothers, Captain Wilson, bound from Tacoma to Lahaina, put into San Francisco in distress on the 8th instant. The Two Brothers left Tacoma December 23d. She encountered heavy weather and sprung a leak when 350 miles from port. She was taking in eighteen inches of water an hour when she entered the harbor of San Francisco. She carries 1,900 tons of coal.

## WILL GO TO SEATTLE.

Within the next ten days, it is expected, the steamer American, now discharging freight in San Francisco, will sail for Seattle to take on the return cargo, sailing thence for Honolulu and New York. While in the north, however, the American will call at Nainai to fill the coal bunkers, and this is to be done by every steamship of the American-Hawaiian Steamship line arriving on the Coast. The freight for all the big steamers will, in great part, also be taken on at Seattle.

## SONOMA AT HER DOCK.

The new steamer Sonoma, of the Oceanic Company's line, now in San Francisco, is being made ready for the trip to Australia, and will sail on the 23d. Like the Sierra, the black hull of the Sonoma is to be painted white. Many passengers for Honolulu, as well as Auckland and Sydney, have been booked for the trip.

## HEAVY ORIENTAL SHIPMENTS.

TACOMA, Wash., Jan. 10.—The China warehouse is filled with flour awaiting shipment to Chinese ports. It is estimated that there are more than 240,000 sacks held here for outward-bound Oriental steamers, and the supply is being increased daily by receipts from local mills and outside shippers. The rush of other freight shows a proportionate volume of business. The Oriental lines, Tacoma and Bramer, are in port loading, and the Glenogle, Victoria and Duke of Fife will be here before the end of the month.

## ALGOA REACHES PORT.

SAN FRANCISCO, Jan. 12.—Early yesterday afternoon the large steamer Algoa, which took a cargo of freight to Manila for the government, reached port on her return, having been forty-three days from Nagasaki. The steamer was in ballast and the trip was uneventful. Very little ballast, which consisted of a quantity of Japanese coal, was, however, brought by the Algoa, and the points of the propeller of the big vessel were three feet out of water. Twenty hours before the Algoa sailed from Nagasaki the steamer Californian left that port, bound for San Francisco, also in coal ballast, but having much more on board. The Californian had not been reported off the harbor up to last evening. The Algoa will be released by the government as a transport, and is to be turned over to the owner, the Pacific Mail Company.

## SLIGHT HOPES FOR ANDRADA.

SAN FRANCISCO, Jan. 12.—Reinsurance on the British bark Andrada has taken another sharp advance, now being quoted at 55 per cent, an increase of 10 per cent since Thursday, and of 20 per cent since last Wednesday. Since December 11th, when the Andrada was sighted off the Columbia river bar by a pilot, the Andrada has not been heard from, and the beller is gaining currency that the vessel was lost during the terrific southeaster that swept the coast about the middle of December.

## WORKING ON THE SONOMA.

SAN FRANCISCO, Jan. 12.—A large number of mechanics are at work on the several decks of the new steamer Sonoma, putting the vessel in shape to leave for Australia on the 23d. All the furnishings originally placed in the Sonoma have been temporarily removed, and when the workmen have completed minor alterations, will be replaced.

## OWNERS OF THE MAY FLINT SUE.

SAN FRANCISCO, Jan. 12.—The Black Diamond Coal Company brought suit yesterday in the United States District Court to recover damages in the sum of \$17,150.17 from the California Shipping Company, owners of the May Flint, for the loss of a cargo of coal at the time of the collision of the May Flint and the battleship Iowa on September 8th.

## FOUR HUNDRED MAY HAVE PERISHED.

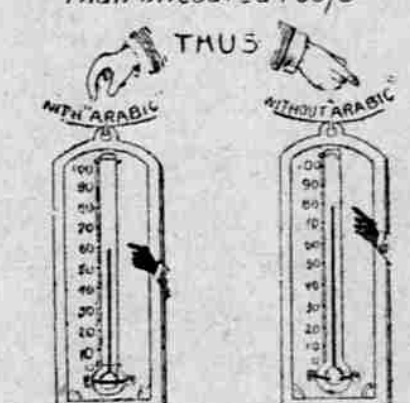
YOKOHAMA, Jan. 13.—It is officially reported that 400 fishermen are missing and that they are supposed to have perished in a storm on January 10th off the west coast.

THE MARVELOUS COOLING BY

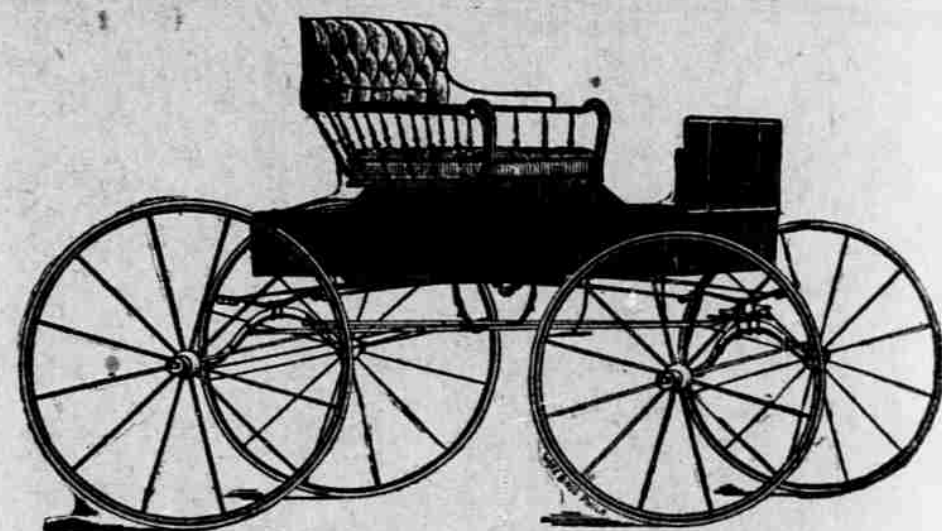
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Than uncoated roofs



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Full assortment of WHIPS, BRUSHES, CHAMOIS, SPONGES.

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In Honolulu.**

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Our Course Through Life to Run

If we Only Had the Earth,

And a Mortgage on the Sun.

But We'd Live in Total Bliss

And Free From All That Mars,

If We Owned the Solar Sys-

tem and a Kuleana on the Stars

And all we want besides is a fair share  
of your patronage.

A large assortment of Harness and Harness Supplies  
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50 CIGARS 50

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